

# Department of Planning, Housing, & Community Development

Mayor, Richard C. David  
Juliet Berling, Ph.D Director

July 2, 2015

Chairman Nicholas Corcoran and  
Members of the Planning Commission  
38 Hawley Street  
Binghamton, New York 13901

Re; Capacity of the Collier Street Garage

Dear Chairman Corcoran and Members of the Planning Commission:

As the Director of the Planning, Housing & Community Development Department, I wanted to make you aware of the situation at the Collier Street garage. This potentially impacts four pending projects, as well as future projects.

## **20 Hawley Street and 70-72 Court Street**

Hawley Street Members, LLC has submitted an application for site plan approval for new construction of two 5-story additions, totaling 90,000 square feet and containing 40 residential units with 180 bedrooms, at 20 Hawley Street, Binghamton, NY (the "Hawley Street Project"). The required off-street parking for the Project is 93 spaces (See Binghamton City Code § 410.51 G). Hawley Street Members, LLC's application for site plan approval does not propose any off-street parking. The application relies upon Binghamton City Code §410.51, *Standards*, subsection E (see below).

Although no application is pending yet, the developer of 70-72 Court Street has been to a pre-development meeting and proposed new construction at this currently vacant site. The draft plans do not include off-street parking.

The Binghamton City Code §410.51.E, provides:

### **E. Location.**

(1) Except as may otherwise be specified in this chapter, all required parking spaces in R-1 and R-2 Residential Districts shall be located on the same lot as the building or use to be served. In other districts, required off-street parking space may be provided in a private or public off-site facility. The distance from the lot line of such off-site parking facility to the closest lot line of the building or use it is intended to serve shall be no greater than 250 feet for the R-3 Residential District, and 800 feet from all commercial and industrial districts.

The Hawley Street Project is within 800 feet of the Collier Street garage, a municipal parking ramp. The Collier Street garage is owned by the City of Binghamton and is managed by LAZ Parking. The application also notes that the Project is within 800 feet of the Hawley/Washington Street parking lot which is owned by the Binghamton Urban Renewal Agency and is leased to LAZ Parking. The 70-72 Court Street project is also within 800 feet of the Collier Street garage.

Regarding available parking, the Binghamton City Code § 410.51, goes on to state:

H. Turnover. To determine the total number of off-street parking spaces available in a public parking area or structure, the number of physical spaces actually existing shall be multiplied by a factor of five to account for daily vehicle turnover unless the Planning Department has determined that the capacity of said public parking facility, including the turnover factor, has already been reached. Thus, a public facility containing 100 actual spaces would have 500 off-site spaces which could be assigned to meet the off-street parking requirements of Schedule III (§ 410-53). The Planning Commission may establish a turnover factor for private off-street parking facilities if conditions warrant.

For the reasons stated below, the Planning Department finds that the Collier Street garage is at capacity and cannot be used to satisfy off-street parking requirements for these or any other projects. Since the Hawley/Washington Street parking lot is leased to a private company, it is not a “public parking area” and is not part of this capacity analysis.

There has been a substantial change in conditions at the Collier Street garage over the past few months. The City retained Tim Haas Associates to perform an engineering inspection of the City’s three parking ramps, including the Collier Street garage. By letters dated April 16, May 7, and June 4, 2015, Tim Haas Associates noted substantial necessary repairs to the Collier Street garage; and even with the most comprehensive and expensive repairs, recommended use of the garage should be discontinued completely in 2018. Based on these reports, on June 12, 2015, the Mayor issued a press release confirming that the fourth and fifth (roof) floors of the Collier Street garage will remain closed and the garage “will need to be closed and demolished” in 2018. A copy of the reports and press release are attached.

There were 538 spaces at the Collier Street garage. There were 220 spaces on the fourth and fifth floors. This leaves 318 spaces, subject to intermittent closure of spaces on the first, second, and third floors for continued construction and repairs. Based on the billing records as of April 13, 2015, prior to closing the fourth and fifth floors, there were 384 paid monthly parking permits issued for the Collier Street garage (plus 36 permits for Binghamton Police vehicles which have passes but do not park at the garage). In addition, there were approximately 23 spaces reserved for City of Binghamton and LAZ Parking vehicles. There is also an easement for 92 parking spaces for an adjacent hotel; however, the hotel is currently closed leaving the easement in question and those spaces are not considered in this letter.

Monthly or other dedicated parking spaces should not be included in the calculation of available parking spaces to satisfy required off-street parking. By paying for a monthly parking permit, there is an assumption that, at least, non-reserved parking spaces will be available. Monthly parkers are not shoppers or other transient users with a high turnover. With only 318 spaces available, LAZ Parking reports it has had to relocate other monthly parkers, City vehicles, LAZ Parking vehicles, and juror parking to other parking lots. In order to accommodate the current demand, LAZ Parking explains that on a daily basis it reviews the number of actual monthly parkers entering the Collier Street garage to determine how many hourly parkers it can accommodate, if any. When summer schedules/vacations end, and more monthly parkers return in the fall, it is anticipated that more vehicles will have to be relocated.

The Planning Department has determined that capacity at the Collier Street garage has been reached because (i) monthly parking permits should not be counted as available spaces to satisfy off-street parking requirements, (ii) due to the closure of the fourth and fifth floors, there are more monthly parking

permits than there are available spaces (iii) as a result, LAZ Parking has already had to relocate other monthly parkers, City vehicles, LAZ vehicles, and juror parking, (iv) there is no plan to open the fourth and fifth floors, and (v) the Collier Street garage is scheduled to be closed in 2018. There are no available spaces at the Collier Street garage to be allocated for off-street parking requirements. Any project which requires off-street parking has an option to make arrangements with private parking lots, e.g., Holiday Inn, Metro Center, Hawley/Washington Street, or apply for a parking variance to the Zoning Board of Appeals (see Binghamton City Code § 410.94).

### 19 Chenango Street and 73 Court Street

In conjunction with the above capacity analysis, closing the top two floors at the Collier Street garage may also have an impact on two other pending applications. The first project is 19 Chenango Street, where the applicant, 19 Chenango Street, LLC, proposes to convert the existing 12-story structure to a multi-unit dwelling (93 Units, 207 Bedrooms), with approximately 230 ft<sup>2</sup> of the 1st floor reserved for future commercial tenant space. This will generate a need for 217 parking spaces. The second project is 73 Court Street, where the applicant, by Syed Ali, proposes to convert floors 2 through 5 of an existing mixed use building to residential units. The total number of units will be 12, with a total of 20 bedrooms in the building and a parking need of 28 spaces.

These applications are treated differently than 20 Hawley Street and 70-72 Court Street because these applications involve conversion of existing buildings; where 20 Hawley Street and 70-72 Court Street involve new construction. Binghamton City Code §410.53.A, *Off-street parking requirements by land use*, states:

A. Downtown Business (C-2) District. Off-street parking requirements shall not apply to any existing buildings located in the Downtown Business (C-2) District where no parking presently exists and there is no opportunity to provide it.

The 19 Chenango Street and 73 Court Street projects are in the C-2 District, the buildings presently exist, there is no existing parking, and there is no place to provide parking. Therefore, these projects are not required to provide off-street parking. However, your review of the environmental impacts of these projects under SEQRA does require the Planning Commission to consider the impacts of the projects on the community, including parking impacts. Part of the review should be the potential impacts of the proposed uses compared to the prior uses of the respective properties, and possible mitigating factors. The fact that there is no capacity for parking at the Collier Street garage may be relevant to your SEQRA review. The applicants should be prepared to address this issue.

Yours truly,



Juliet Berling, Ph.D.,  
Director, Planning, Housing & Community Development

cc: Applicants noted above

**TO** Richard Perkins, P.E. (City of Binghamton)  
**PROJECT** City of Binghamton – Garage Restoration  
**SITE VISIT DATE** May 7, 2015  
**LOCATION** Collier Street Garage – Binghamton, NY  
**WEATHER** Sunny, Mid 70s F  
**PRESENT AT SITE** Paul Yantosh, P.E. (TimHaahs)  
Ed Egan (City of Binghamton)  
Atilla Szamosszegi (Maarv Waterproofing)  
Zoltan Ember (Maarv Waterproofing)

### FIELD REPORT

Representatives from TimHaahs, Maarv, and the City of Binghamton walked the site. Currently, Maarv is working on the top tier and the south bay of the 4<sup>th</sup> tier. The following items were observed during the walkthrough:

1. Several areas where Maarv has begun partial depth repairs have poor, delaminated concrete at the level of the existing reinforcing. Partial depth repairs will not be able to bond to sound concrete, and the new concrete will separate from the existing slab. Maarv suggests converting these areas to full depth repairs. TimHaahs recommends that if the repair to be modified is located within a drive aisle, a full depth repair can be justified, but if the repair is within a parking aisle, Maarv shall attempt to complete the repair as a partial depth repair. Maarv shall notify the City and TimHaahs of any partial depth areas that require further investigation. See Photo 1.
2. Adjacent to the stairtower at the southeast corner of the garage (the corner of Collier St. and Hawley St.), the partial depth repair begun by Maarv is within the post-tensioning anchor zone. One of the anchors is still under tension and has moved enough to yield 2 reinforcing bars in the existing concrete. This will require a detailed repair. Maarv suggested adding supplemental reinforcing around the anchor and re-tensioning the tendon somewhere else in the slab. TimHaahs is working to determine if a post-tension anchor zone repair is necessary in this area. See Photo 2.
3. Embedded conduit is present within the post-tensioned slab at some full depth, overhead, and partial depth repair locations. These conduit show significant signs of corrosion. The City informed TimHaahs that the conduit to be replaced will be surface mounted to the underside of the slab, by the City, where repairs are to be made. TimHaahs recommends that any conduit that is abandoned for surface mounted conduit be removed before pouring new concrete. See Photos 3 and 5.
4. Some of the post-tensioning tendons that have been exposed as a result of the repair work will need to be replaced. TimHaahs is working to determine which tendons to replace, as well as determining the supplemental steel required. See Photo 4.
5. Some partial depth repair locations require replacement of existing reinforcing steel due to excessive corrosion. Where that is the case, Maarv suggests installing #4 rebar mat instead of in-kind replacement of steel, given the clear cover. TimHaahs agrees with this approach. See Photo 6.
6. Maarv completed a beam repair on the underside of the top tier. Steel plates were welded to the web on the north side of the beam, on both the east and west side of the cross-beam, and on the bottom of the bottom flange. The work appeared to be in accordance with the Construction Documents. See Photo 7.

## Field Report 1

7. Where there are overhead repairs to complete, Maarv stated that they cannot install wire mesh reinforcing in the repair areas. Maarv would prefer to use a polymer spray or gunite to complete the overhead repairs, depending on the price. Maarv shall submit proposed product and procedures to TimHaahs for review and approval.

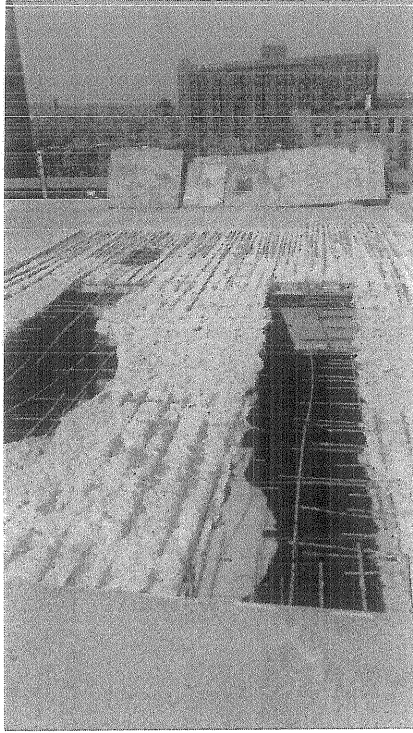


Photo 1

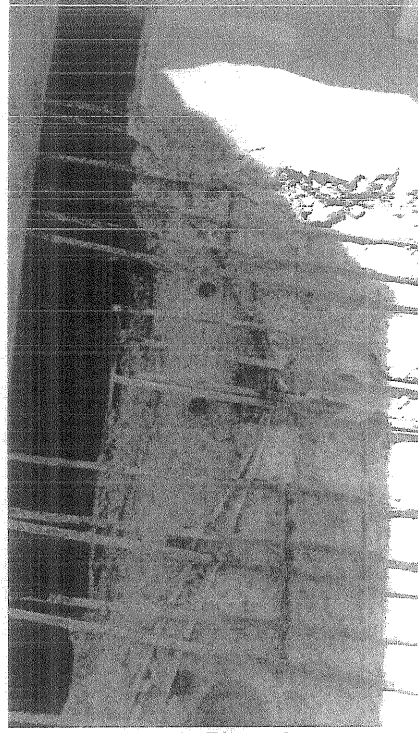


Photo 2

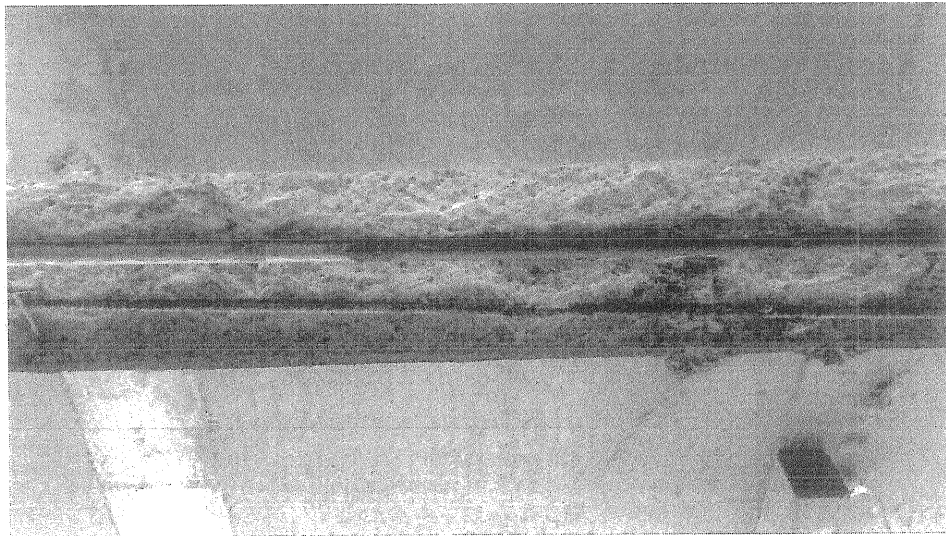


Photo 3

April 16, 2015

Mr. Richard Perkins  
Engineering  
City of Binghamton  
38 Hawley Street  
Binghamton, NY 13901

**RE: City of Binghamton Garage Restoration**  
Status of the Collier Street Garage

Dear Mr. Perkins:

Per the City's request, TimHaahs is providing the following letter with regard to the operation of the Collier Street Parking Garage located in Binghamton, NY. To help summarize the current state of the parking garage, we have noted the following recent history of the parking structure.

In 2009, the City retained TimHaahs to assess the condition of the Collier Street Parking Garage. As part of this assessment, it was noted that the proposed repair program could extend the useful life of the structure 2 to 5 years, at which point the structure would require significant additional repairs and/or demolition. Immediately following the condition assessment, the City retained TimHaahs to implement the repair program to extend the useful life of the structure 2 to 5 years. Immediately following the repair program, which was completed in 2010, TimHaahs recommended to the City to continuously monitor the parking structure and remove any loose overhead concrete, which to the best of our knowledge and belief the City did monitor and remove loose overhead concrete over the period of several years.

In October 2013, the City had contacted TimHaahs to review the structure and possible safety issues raised by another engineer. TimHaahs visited the structure and did note several safety concerns which were addressed with shoring and pedestrian protection by the City. Following this immediate repair assessment, the City retained TimHaahs to implement an additional repair program to further extend the useful life of the structure. TimHaahs documented repairs in Spring 2014 and provided the City with the repair plans in July 2014. The City elected to advance the process in December 2014, at which point the City requested to finalize several items and the plans/specs for the repair program were issued for bidding in January 2015.

We understand that the repair program was awarded to Maarv Waterproofing in March 2015 and repairs are ready to be implemented. During the implementation of the repairs, the Contractor shall be responsible for providing proper protection to ensure the safety of the public within the garage.

TimHaahs is of the opinion that upon completion of the current repair program, the City may safely operate the Collier Street Parking Garage for approximately 2 to 3 years provided the City continuously monitor the parking garage, including removal of any loose overhead concrete. During continuous monitoring, the City shall immediately inform TimHaahs of any new deterioration, cracking, or distress of the structure. TimHaahs firmly believes that the parking garage shall be demolished by Fall 2018. From now until Fall 2018, there is sufficient time for the City to start the planning process for a new replacement parking structure prior to the demolition of the Collier Street Parking Garage.

In conclusion, TimHaahs is of the opinion that further financial investment in repairing the Collier Street Parking Garage beyond Fall 2018 is not a sound financial investment, nor is it in the best interest of protecting the health, safety, and welfare of the public. Therefore, TimHaahs is of the opinion that the

Mr. Richard Perkins  
City of Binghamton  
Collier Street Garage  
April 16, 2015  
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City shall follow the recommended actions noted above in order to properly phase the Collier Street Parking Garage towards demolition by Fall 2018.

Sincerely,



Todd Helmer, P.E.  
Principal-in-Charge



Chris Gray, P.E.  
Project Manager

CC: Kevin Carrigan, P.E. (TimHaahs)  
Paul Yantosh, P.E. (TimHaahs)  
Ed Egan (City of Binghamton)



# OFFICE OF MAYOR DAVID

CITY OF BINGHAMTON, NEW YORK

**For Immediate Release**

Contact: Jared M. Kraham

(607) 772-7001 (office)

[jmkraham@cityofbinghamton.com](mailto:jmkraham@cityofbinghamton.com)

## CITY CLOSES TOP TWO FLOORS OF COLLIER STREET PARKING GARAGE INDEFINITELY

(BINGHAMTON, N.Y.) — The City of Binghamton has indefinitely closed the top two floors of the Collier St. parking garage due to growing repair needs, Mayor Richard C. David announced Friday.

“We are seeing the consequences of years of neglect and inaction, but more importantly a failure to develop a plan for the future of the Collier St. garage,” said Mayor David. “It’s very unfortunate the City has been put in this position, but this administration is doing everything it can to pick up the pieces and secure funding for a new facility that meets our growing needs.”

Roughly 220 of the garage’s 535 parking spots will be closed indefinitely.

In March, Mayor David announced \$1.4 million in restorations to the City’s three public parking garages. Work on the Collier St. garage included repair of concrete slabs and rebar, external steel beam rehabilitation, floor drainage repairs and waterproofing measures.

As crews began work on the Collier St. garage, they discovered more complex and costly issues than originally anticipated. Issues include insufficient concrete cover of reinforcing steel, corroded post-tensioning strands and brittle concrete. In order to fully address all these deficiencies, the City would have to invest approximately \$700,000-800,000 more to keep the garage fully open for only a few more years.

Instead, the City will close the garage’s top two floors and keep the garage at least partially open until 2018, at which point it will need to be closed and demolished, according to the City’s engineering consultants.

“Since the day I took office, I’ve stressed that the Collier St. garage is reaching the end of its useful life and a new facility must be built to replace it,” said Mayor David. “As the new Regional Economic Development Council awards and Upstate Revitalization Competition move



forward, it is critical that the Collier Street Commons project be listed as one of the region's top priorities."

The Collier Street Commons project would develop a dynamic mixed-use residential, parking and commercial structure on the site, transforming a multiple-block section of downtown.

All City-owned and parking management vehicles have been relocated to the State and Water St. parking garages. The New York State Unified Court System has been notified and juror parking has also been relocated. Parking management has been working with Collier Street monthly permit holders to relocate them to other municipal garages.

Space at the Collier St. garage is very limited and motorists are urged to utilize other municipal parking facilities. Residents with questions are encouraged to call LAZ Parking at (607) 772-7151.

June 12, 2015